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**PORT HEALTH AUTHORITY.**

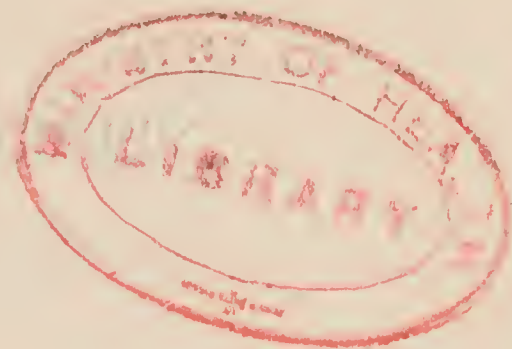
1937

# **Annual Report**

OF THE

**Medical Officer of Health.**





# PORT OF SUNDERLAND.

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1937.

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## ANNUAL REPORT

PRESENTED TO THE

**Port Health Authority**

BY

**A. STUART HEBBLETHWAITE,**

**M.C., M.B., CH.B., D.P.H.,**

**Medical Officer of Health for the Port and Borough of Sunderland.**

# Sunderland Port Health Authority

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## COMMITTEE:

Alderman J. Cohen, Chairman.

The Right Worshipful the Mayor  
(Alderman G. Ford, J.P.)

Councillor A. T. Graham, Vice-Chairman.

Alderman E. E. Bell (Mrs.) J.P.	Councillor R. D. Jeffrey
„ H. Heede	„ W. S. Martin
„ Sir W. Raine, Kt., J.P.	„ R. Miller
„ J. R. Storey	„ W. Miller
Councillor E. E. Blacklock (Miss).	„ G. H. Morgan
„ J. Carr	„ S. H. Robson
„ M. A. Crow (Mrs.)	„ G. B. Scott
„ E. W. Ditchburn	„ J. A. Smith
„ W. Harvey	„ A. H. Suddick
	„ F. Wilson, J.P.
	„ D. Young
	„ J. Young

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## OFFICERS.

### CLERK:

G. S. McIntire, B.A., LL.B.

### MEDICAL OFFICER OF HEALTH:

A. Stuart Hebblethwaite, M.C., M.B., CH.B., D.P.H.

### DEPUTY M.O.H.:

Eustace Thorpe, O.B.E., M.B., CH.B., D.P.H.

### PORT HEALTH INSPECTOR:

E. Cooper, Cert. R.S.I.

### ASSISTANT INSPECTOR:

C. Pickering, Cert. R.S.I.

### OFFICIAL RAT CATCHER:

B. M. Bell.

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Meetings:—Monthly, on the Thursday in the second week  
preceding that in which the Council meets, at 7 p.m.  
Offices of Medical Officer of Health and } Athenæum Buildings,  
Port Health Inspector. } 27, Fawcett Street

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Office Telephone No.: Sunderland 56206.



SUNDERLAND  
Port Health Authority.

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**Annual Report**

OF THE  
**Medical Officer of Health**

FOR THE  
**YEAR ENDING DECEMBER 31st, 1937.**

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TO THE MAYOR, ALDERMEN AND COUNCILLORS OF  
THE COUNTY BOROUGH OF SUNDERLAND ACTING  
AS THE PORT HEALTH AUTHORITY OF THE PORT  
OF SUNDERLAND.

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I hereby submit my Report of work performed in the Port during the year ended 31st December, 1937, which includes:—

1. The prevention of the importation of Infectious Disease.
2. The prevention of the importation of Rat Plague.
3. The carrying out of the terms of the International Sanitary Convention, 1926, particularly in regard to the granting of Deratisation and Deratisation Exemption Certificates.
4. The supervision of the Hygiene of Crew and Passenger accommodation in ships.
5. The inspection of Imported Food.
6. Various other duties such as Smoke Abatement and the supervision of the general sanitary condition of the Port Health District.

This Report is in an abbreviated form compared with those of previous years, in accordance with the wishes of the Ministry of Health as outlined in their Circular No. 1659; permanent arrangements which have been fully presented in previous Annual Reports have been omitted if they have remained unaltered.

Figures taken from the River Wear Commissioners' "Return of Trade" of the Port, show an increase of 453 vessels and an increase of 382,289 register tons. The exports of coal and coke for 1937 show an increase of 841,663 tons as compared with 1936. Imports show an increase in the following commodities:—Timber, iron and steel, iron ore, esparto grass, grain, wood pulp, cement, petroleum and sundries.

During the year 2 cases of infectious disease, viz., Pneumonia, were found to exist on vessels entering the Port. No case of infectious disease spread from the Port to the Borough.

The Port Sanitary Regulations of 1933 have now been in operation for a period of about five years and arrangements are in operation with regard to the sending of wireless messages to the Port Health Authority.

The supervision of the water boats carrying water supplies to vessels in the Docks and River has been continued. Bacteriological examination at regular intervals has shown that at some periods the water has not been of a very good quality. To obviate this the hydrants at the docks have been thoroughly flushed out each month in order that the water filling the water boats shall contain a minimum of sediment from the pipe lines.

Work under Articles 19-21 (Deratisation of Ships) has resulted in 137 Certificates for "Deratisation" or Deratisation "Exemption" being issued, compared with 118 certificates issued last year.

During the year your Port Medical Officer was called out and visited 31 ships at the Docks and River, compared with 42 ships during the previous year.

The Report contains extracts from the Report of the Merchant Shipping Advisory Committee in the form of an Introductory Note to the Board of Trades "Instructions as to the Survey of Master's and Crew Spaces." The Instructions are issued by the Board of Trade for the guidance of their Surveyors in surveying Master's and Crew spaces in connection with the provisions of Section 210 of the Merchant Shipping Act, 1894, as amended by

Section 64 of the Merchant Shipping Act, 1906. These Instructions supersede those issued on the same subject in 1923 and come into force at once. The provisions as to Crew space apply to all ships registered in the United Kingdom, except ships belonging to the three General Lighthouse Authorities, pleasure yachts, and fishing boats exclusively employed in fishing on the coasts of the United Kingdom.

In connection with the above-mentioned Instructions it is gratifying to note that in the main, the recommendations of the Association of Port Health Authorities of the British Isles have been adopted. With regard to existing ships it is to be noted that frequent co-operation exists between the Board of Trade Surveyors and Officers of your Authority whenever substantial alterations or repairs to accommodation are made.

The Report also contains an account of the financial payments to the Borough Treasurer as a result of being an accredited Port under Article 28 of the International Sanitary Convention of Paris, 1926, in connection with the examination of vessels for rat infestation. This has occurred since the Authority has been represented on the Association of Port Health Authorities of the British Isles.

The work of the Port Health Inspectors has been maintained at a very high standard of efficiency.

I wish to record my thanks for the valuable assistance given by H.M. Collector of Customs and his staff, also the Officials of the River Wear Commissioners, Board of Trade Surveyors, Pilots and Shipping Agents who have so willingly co-operated with the Port Health Authority.

A. STUART HEBBLETHWAITE,  
Port Medical Officer of Health.

Health Office,  
Athenæum Buildings,  
27, Fawcett Street,  
Sunderland,  
April, 1938.



TABLE A.

1. Amount of Shipping entering the Port Health District  
during the year 1937.

	Number of Arrivals.	Tonnage.	Number Inspected		Number Reported to be Defect've	Number of Vessels on which defects were remedied	Number of Vessels re- ported as having, or having had, dur- ing the voyage in- fectious disease on Board.
			By the Medical Officer of Health.	By the Port Health Inspector			
1937.							
Foreign—							
Steamers.....	703	673,883	23	620	57	55	3
*Motor .....	23	16,982	2	20	1	1	...
Sailing .....	...	...	...	...	...	...	...
Fishing .....	...	...	...	...	...	...	...
Total Foreign ....	726	690,865	25	640	58	56	3
Coastwise—							
Steamers.....	2288	1,501,589	5	1967	111	110	2
*Motor .....	198	49,128	1	109	1	1	1
Sailing .....	1	50	..	1	...	...	...
Fishing .....	265	9,275	...	4	2	2	...
Total Coastwise ...	2752	1,560,042	6	2081	114	113	3
Total Foreign and Coastwise	3478	2,250,907	31	2721	172	169	6

\*Includes mechanically propelled vessels other than steamers.



The following figures show the number of vessels of each nationality inspected:—

American	...	...	...	...	1
Belgian	...	...	...	...	5
Danish	...	...	...	...	71
Danzig Free State	...	...	...	...	1
Dutch	...	...	...	...	44
Esthonian	...	...	...	...	40
Finnish	...	...	...	...	61
French	...	...	...	...	40
German	...	...	...	...	45
Greek	...	...	...	...	20
Hungarian	...	...	...	...	2
Italian	...	...	...	...	5
Jugo-Slav	...	...	...	...	1
Latvian	...	...	...	...	42
Norwegian	...	...	...	...	109
Panama	...	...	...	...	2
Russian	...	...	...	...	5
Roumanian	...	...	...	...	1
Spanish	...	...	...	...	13
Swedish	...	...	...	...	129
British	...	...	...	...	2084
Total					2721

## II. CHARACTER OF TRADE OF PORT.

**TABLE B.**

(a) PASSENGER TRAFFIC DURING THE YEAR

No. of Passengers	1st Class	2nd Class	3rd Class	Transmigrants
INWARDS .....	NIL	NIL	NIL	NIL
OUTWARDS ...	NIL	NIL	NIL	NIL

Sunderland is not an accredited Aliens Port, therefore no passenger Traffic exists,

**The Principal Trade of the Port for 1937 was:—**

**IMPORTS.**

Timber .....	27,336 loads.
Pit Props .....	95,922 ,,
Iron and Steel .....	5,529 tons.
Iron Ore .....	122,836 ,,
Grain .....	91,553 qrs.
Esparto Grass .....	24,952 tons.
Wood Pulp .....	7,199 ,,
Petroleum in bulk .....	80,295 ,,
Cement .....	21,726 ,,
Sundries .....	41,034 ,,

**EXPORTS.**

Coal and Coke .....	4,854,952 tons.
Pitch .....	17,562 ,,
Creosote Oil .....	6,268 ,,
Binder Twine .....	1,506 ,,
Machinery .....	11,456 ,,
Iron and Steel .....	10,332 ,,
Petroleum .....	25,352 ,,
Pit Props .....	5,403 ,,
Paper .....	404 ,,
Bottles and Glass .....	18 ,,

Timber and pit props are imported from U.S.A., Canada, Norway, Sweden, and Baltic ports. Iron and steel from Tyne, Tees, Germany, Holland and Belgium. Iron ore from Spanish and North African ports. Chalk, loam, cement, etc., from London and Belgian ports, Grain from the United States, Canadian, Australian, Baltic, Argentine and Black Sea ports. Esparto grass from North African ports. Wood pulp from Sweden, Norway and Finland. Petroleum from the United States, Mexico, Russia, Persia, London, Hull, and Grangemouth. Cork from Portugal and Spain, also a regular weekly general cargo service from Rotterdam and London.

Coal and Coke are exported to Norway, Sweden, Denmark, Baltic ports, France, Holland, Belgium, Spain, Italy, Germany,

Greece, Portugal, North African ports and River Plate, also to London, Channel ports and the ports on the East Coast of Scotland.

During the year 1937 the total number of vessels cleared from the Port was 3,292, an increase of 453 on that of the preceding year. Those engaged in the coasting trade numbered 2,384 and in the European trade 799, while 109 were trading beyond Europe. The register tonnage of the vessels amounted to 2,367,474 register tons, compared with 1,985,185 tons in 1936.

The particulars of these ships, as regards tonnage, are seen in the following table, which also gives a comparison with the preceding four years:—

Tonnage.	1933	1934	1935	1936	1937
Under 150 tons...	287	288	333	408	473
150— 250 „ ...	182	179	162	170	215
250— 350 „ ...	298	274	286	312	322
350— 500 „ ...	338	375	405	438	517
500— 750 „ ...	419	485	495	553	524
750—1000 „ ...	326	314	278	333	448
1000 and upwards	694	650	605	625	793
Totals .....	2544	2565	2564	2839	3292

The above table shows, in comparison with 1936, an increase of 65 vessels under 150 tons; an increase of 45 vessels 150-250; an increase of 10 vessels of 250-350; an increase of 79 vessels 350-500; a decrease of 29 vessels 500-750; an increase of 115 vessels 750-1,000 and an increase of 168 vessels of 1,000 tons and upwards.

Taken from the River Wear Commissioners' "Return of the Trade of the Port of Sunderland for the year ending 31st December, 1937," by the courtesy of Mr. Humble, Clerk to the Commission.

INSPECTOR'S MONTHLY REPORTS.

Date of Report.	Description of Ships.		Nationality.		Trade engaged in.		7 Total Ships Examined.	Sanitary Condition.		Written Notices.	11 Verbal Notices	12 Total Verbal and Written Notices.
	*1 Steam	2 Sailing	3 British	4 Foreign	5 Coast	6 Foreign		8 Good.	9 Bad.	10 Served.		
1937.												
January 28th .....	146	...	112	34	92	54	146	136	10	0	10	10
February 25th .....	196	...	149	47	125	71	196	183	13	4	9	13
April 1st .....	201	...	155	46	126	75	201	188	13	0	13	13
April 29th .....	228	...	180	48	153	75	228	210	18	5	13	18
May 27th .....	198	...	150	48	123	75	198	185	13	1	12	13
July 1st .....	253	...	198	55	169	84	253	226	27	3	24	27
July 29th .....	275	...	207	68	165	110	275	261	14	2	12	14
August 26th .....	287	1	221	67	180	108	288	275	13	3	10	13
September 30th ...	256	...	192	64	145	111	256	238	18	2	16	18
October 28th .....	183	...	139	44	110	73	183	171	12	3	9	12
November 25th ...	203	...	155	48	119	84	203	190	13	2	11	13
December 31st ...	294	...	226	68	191	103	294	286	8	2	6	8
Totals in 1937...	2720	1	2084	637	1698	1023	2721	2549	172	27	145	172
Totals in 1936...	2283	2	1721	564	1431	854	2285	2155	130	14	116	130

\* Including Motor Vessels.



### III. WATER SUPPLY.

During the past year 8 samples from the water boats were submitted to the Municipal Bacteriologist; the results of the examinations are summarised in the following table:—

**1937.**

Source.	Number of Samples.	Class 1,	Class 2.	Class 3.	Class 4.
Water Boats	8	3	4	1	...
Hydrants	...	...	...	...	...
TOTAL .....	8	3	4	1	...

CLASS 1.—A water containing no B. Coli in 100 cc. of water. SATISFACTORY.

CLASS 2.—B. Coli test positive in 100 cc. negative in 10 cc.... DOUBTFUL.

CLASS 3.—B. Coli test positive in 10 cc. negative in 1 cc UNSATISFACTORY.

CLASS 4.—B. Coli test positive in 1 cc. or less ..... BAD.

#### Article 16 (Port Sanitary Regulations) 1933.

During the past year complaints have been received verbally and in writing from H.M. Boarding Officers of Customs, of unauthorised persons boarding vessels in contravention of the above-mentioned Article. Letters of Caution have been sent to the persons concerned warning them that in the event of the offence being repeated further action will be taken.

TABLE C.

Cases of Infectious Sickness landed from Vessels.

DISEASE.	No. of cases during 1937.		No. of Vessels concerned.	Average for past 5 years.
	Passengers	Crew.		
Chicken Pox.....	...	...	...	·2
Continued Fever..	...	...	...	...
Diphtheria.....	...	...	...	...
Dysentery.....	...	... <sup>3</sup> / <sub>1</sub>	...	·2
Erysipelas.....	...	...	...	...
Malaria.....	...	...	...	2·0
Measles.....	...	...	...	...
Pneumonia.....	...	2	2	1·0
Relapsing Fever...	...	...	..	...
Scarlet Fever.....	...	...	...	·2
Smallpox.....	...	...	...	...
Tuberculosis.....	...	...	...	·4
Typhoid Fever.....	...	...	...	·4
Typhus Fever.....	...	...	...	...
<b>TOTAL.....</b>	...	2	2	<b>4·4</b>

**INFLUENZAL PNEUMONIA.**

**“British Dominion” M.V. from Abadan via Hull.** Arrived 8th February and reported “All well.” On 19th February notification was received from Medical Practitioner that the Second Officer, aged 27 years was suffering from Influenzal Pneumonia. The patient was removed to the Borough Infectious Diseases Hospital for treatment.

**“Tolsta” S.S. from Sfax.** Arrived 28th May and reported “All well.” On 1st June notification was received from Medical Practitioner that a Fireman, aged 48 years was suffering from Influenzal Pneumonia. The patient was removed to the Borough Infectious Diseases Hospital for treatment.

TABLE D.

Cases of Infectious Sickness occurring on Vessels during the  
Voyage but disposed of prior to arrival.

DISEASE.	No. of Cases during 1937.		No. of Vessels concerned.	Average for past 5 years.
	Passengers	Crew.		
Chicken Pox.....	...	...	...	...
Continued Fever..	...	...	...	...
Diphtheria.....	...	...	...	...
Dysentery.....	...	...	...	·4
Erysipelas.....	...	...	...	...
Malaria.....	...	6	2	5·2
Measles.....	...	...	...	·4
Pneumonia.....	...	...	...	·2
Relapsing Fever...	...	...	...	...
Scarlet Fever.....	...	1	1	·2
Smallpox.....	...	...	...	·6
Tuberculosis.....	...	1	1	·8
Typhoid Fever.....	...	...	...	·6
Typhus Fever.....	...	...	...	...
TOTAL.....	...	8	4	8·4

### SCARLET FEVER.

**“Arnold Bratt” S.S. from Gothenburg via Bristol.** Arrived 11th February. The Master reported a Seaman, aged 24 years, removed to Infectious Diseases Hospital at Bristol on the 6th February, suffering from Scarlet Fever. Disinfection of infected quarters carried out at Bristol. No further action deemed necessary.

**MALARIA.**

**“Poitiers” S.S. from Dakar via Dunkirk.** Arrived 18th September. The Master reported three members of Crew removed to Hospital at Dunkirk on 10th September and a fourth member of Crew removed to Hospital at Dunkirk on the 12th September. No further cases occurred.

**“War Krishna” (R.F.A.) S.S. from Abadan via Portsmouth.** Vessel arrived 18th November. The Master reported two cases of malaria among Chinese members of crew during the voyage. Both cases fully recovered on vessel’s arrival at this port.

**TUBERCULOSIS.**

**“Sigurds Faulbaums” S.S. from Bognoli via Bona.** Arrived 27th December. Master reported leaving Fireman in Hospital at Bognoli, suspected tuberculosis.

**OTHER CASES OF SICKNESS, ETC., INVESTIGATED.**

In addition to the cases of infectious diseases tabulated, 109 cases of non-infectious sickness, etc., occurring during the voyage or on arrival and during stay in port, were investigated by the Port Health Inspectors. These included 54 cases of non-infectious sickness, 25 cases of injuries, and 30 cases of venereal disease.

**VENEREAL DISEASES.**

**Number of Seamen treated at the V.D. Clinic during 1937:—**

British	Total	Foreign	Total
Syphilis .....	15	Syphilis .....	18
Soft Chancre...	4	Soft Chancre...	7
Syph. & Gono.	1	Syph. & Gono.	1
Gonorrhœa.....	41	Gonorrhœa.....	45
Non-Venereal Disease ...	9	Non-Venereal Disease ...	1
<b>TOTAL.....</b>	<b>70</b>	<b>TOTAL.....</b>	<b>72</b>



## **PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1930.**

11 parrots came under observation during the past year, in all cases written undertakings that the birds would not be landed were received from the owners.

## **DANGEROUS DRUGS (No. 3) REGULATIONS, 1923.**

No applications for Certificates to procure drugs under the provisions of the above-named Regulations were granted during the past year.

## **IV. MEASURES AGAINST RODENTS.**

933 vessels have been searched for rats and their Deratisation Certificates examined during the past year, compared with 818 for the corresponding period of 1936. Rat destruction was carried out on board of 25 vessels as against 16 vessels in 1936, resulting in the destruction of 465 rats compared with 239 for the preceding year. 174 rats were destroyed, principally by trapping, at warehouses and wharves on the river and docks, compared with 381 for 1936, making a total of 639 for 1937, as compared with 620 for the previous year.

In addition 3,328 poison baits, compared with 5,092 for the preceding year, were laid at various points where trapping was considered futile, the result of which cannot be properly estimated. 6 rats have been submitted for bacteriological examination during the past year, none of which showed any evidence of B. Pestis.

The total number of visits paid to vessels and premises during 1937, for the purpose of rat destruction was 3,143, as compared with 3,023 for 1936.

## **RAT PROOFING.**

Considerable repairs to the gantry of No. 2 Grain Warehouse has had the effect of rendering the subway more rat-proof also expanded metal gratings have been renewed at the Home Line Warehouse.

It is interesting to note that since the Port of Sunderland was approved by the Ministry of Health, in January, 1929, for the issue of "Deratisation" and Deratisation "Exemption" Certificates in accordance with the provisions of Article 28 of the International Sanitary Convention of Paris, 1926 :—1,209 such Certificates have been issued for which fees amounting to the sum of £2,387/14/0 have been collected. This represents an average issue of 134 Certificates per annum, and an average income of £265/6/0 per annum for the period under review.

From January, 1929, to December, 1933, the fee for each Certificate was a flat rate of £2/2/0. In the year commencing January 1st, 1934, the Minister of Health, after consultation with the Association of Port Health Authorities of the British Isles and the Chamber of Shipping of the United Kingdom, determined that the fee payable to the Port Health Authority for each Certificate shall be in accordance with the following scale:—

	£	s.	d.
Ships up to 300 register tons .....	0	10	6
Ships from 301 tons to 1,000 tons .....	1	1	0
Ships from 1,001 tons to 3,000 tons .....	2	2	0
Ships from 3,001 tons to 10,000 tons .....	3	3	0
Ships over 10,000 tons .....	4	4	0

The following table gives the number of Certificates issued each year, together with the annual income from same:—

				£	s.	d.
In 1929 were issued 71 Certificates at £2 2s. 2d.	=	149	2	0		
„ 1930 „ „ 175 „ „ „	=	367	10	0		
„ 1931 „ „ 165 „ „ „	=	346	10	0		
„ 1932 „ „ 178 „ „ „	=	373	16	0		
„ 1933 „ „ 141 „ „ „	=	296	2	0		
„ 1934 „ „ 126 at 10/6 to £3 3s. 0d.	=	242	11	0		
„ 1935 „ „ 98 „ „ „	=	171	3	0		
„ 1936 „ „ 118 „ „ „	=	210	0	0		
„ 1937 „ „ 137 „ „ „	=	231	0	0		
TOTAL		1209			£2387	14 0



**TABLE G.**  
**Measures of Rat Destruction on Plague “infected” or “suspected” Vessels or Vessels from Plague**  
**infected ports arriving in the Port during the year.**

Total Number of such Vessels Arriving.	Number of such Vessels Fumigated by S.O <sub>2</sub> .	Number of Rats Killed.	Number of such Vessels Fumigated by H.C.N.	Number of Rats Killed.	Number of such Vessels on which Trapping, Poisoning, etc., were Employed.	Number of Rats Killed.	Number of such Vessels on which measures of Rat destruction were not carried out
1	2	3	4	5	6	7	8
*127	7	276	2	26	1	10	117

\* Including Vessels known to have called at Infected Ports during the Voyage.



TABLE H.\*

“Deratisation” Certificates and Deratisation “Exemption” Certificates issued during the year.

Net Tonnage.	No. of Ships.	No. of Deratisation Certificates Issued.					No. of Deratisation Exemption Certificates Issued.	Total Certificates Issued.
		After Fumigation with			After Trapping, Poisoning, Etc.	TOTAL.		
		H.C.N.	Sulphur.	H.C.N. & Sulphur.				
1	2	3	4	5	6	7	8	9
Ships up to 300 Tons.....	16	Nil.	Nil.	Nil.	Nil.	Nil.	16	16
“ from 301 Tons to 1,000 Tons	46	1	2	...	...	3	43	46
“ “ 1,001 “ 3,000 “	54	...	8	...	...	8	46	54
“ “ 3,001 “ 10,000 “	21	2	1	...	...	3	18	21
“ over 10,000 Tons .....	...	...	...	...	...	...	...	...
TOTALS .....	137	3	11	Nil.	Nil.	14	123	137

\*Applicable only to those ports approved by The Ministry of Health for the issue of “Deratisation” Certificates and Deratisation “Exemption” Certificates in accordance with the provisions of Article 28 of the International Sanitary Convention, 1926. (Form Port II).

## V. HYGIENE OF CREWS' SPACES.

**TABLE J.**  
**Classification of Nuisances.**

Nationality of Vessel	Number inspected during 1937.	Defects of Original Construction	Structural defects through wear and tear	Dirt, Vermin and other conditions prejudicial to health
British... ..	2084	3	312	236
Other Nations	637	...	43	55

The above table is a classification of the nuisances and defects found to exist on board the 2,721 vessels inspected during the past year. Of this number 172 or 6.3% were found to have one or more nuisances or sanitary defects, composed for the most part of dirty or verminous quarters, foul w.c's., bilges, peak and ballast tanks, defective port lights, defective stoves and fittings, leaky decks, defective w.c's, doors, etc. With the exception of 2 vessels which left the Port before the necessary work was completed, all the nuisances and defects were remedied, suggestive that the work is carried out with a minimum of friction. Of the 2,721 vessels inspected there were 43,866 men living, being an average of 16 men per vessel.

It is pleasing to report that the revival of the ship-building industry in the Port has been maintained for the past year. During the period under review 38 vessels with a gross tonnage of 155,000 tons have been launched from various shipyards on the River and Docks. The majority of these ships are of a high class, shelter deck type of cargo vessel with a carrying capacity of 8,000 to 10,000 tons.

## INSTRUCTIONS AS TO THE SURVEY OF MASTER'S AND CREW SPACES.

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### Introductory Note.

Extracts from the Report of the Merchant Shipping Advisory Committee.

We would point out that the last occasion the Instructions regarding Crew Accommodation were before the Committee was in 1919, and that by reason of the improvements that have since been very generally introduced in the standards of hygiene and comfort provided for the crew on vessels registered in the United Kingdom the present Instructions issued in 1923, are now out of date in many important respects when judged by modern standards. The New Instructions are based on modern standards, and in many respects the advance as compared with the present Instructions is most striking, although we recognise that for several years the present Instructions have represented the basic minimum requirements and that the majority of shipowners and shipbuilders have provided accommodation in excess of the standards laid down. As examples of the improvements which have been made we would mention the increase in the prescribed height of the accommodation, the general increase in the amount of head room provided being about 9 inches; the provision of separate accommodation for different ratings; improvements in the equipment of the sleeping rooms; the provision and equipment of mess rooms; adequate provision of wash places and bath rooms, drying rooms, and privy accommodation; the provision of hospital facilities on all foreign-going ships over 2,500 tons; and improvement in lighting, ventilation and heating.

The "Instructions" deal with the standard of accommodation required, the submission of plans before construction is commenced, the position of accommodation which must be situated amidships or aft except in cases where, by reason of the size, type, or intended service of ship, they consider compliance to be unreasonable or impracticable; the protection of such accommodation from



weather, sea, effluvium, heat and moisture; height of accommodation, construction, separate accommodation for different ratings, also details of accommodation which include sleeping rooms, mess-rooms, washplaces and bathrooms and drying rooms; privy accommodation (in which the W.C's. are to be of the single pedestal type of glazed stone ware or enamelled iron fitted with movable hard wood side pad seats together with individually controllable flushing arrangements), hospital accommodation, lighting, ventilation and heating; protection from mosquitoes, drainage, painting, recreation spaces, care and upkeep of crew spaces, personal hygiene and Master's space.

During the past year the matter of providing extra sanitary accommodation at the Docks has been taken up with the River Wear Commissioners, resulting in two new conveniences of modern type being erected, each one providing two water closets and a range of three urinal stalls. These are situated at the New East Quay and the North East corner of the Hendon Dock respectively.

## VI. FOOD INSPECTION.

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**The Public Health (Imported Foods) Regulations, 1925, and Public Health (Imported Foods) Amendment Regulations, 1933, The Public Health (Imported Milk) Regulations, 1926, The Public Health (Preservatives, &c., in Food) Regulations, 1925 to 1927, and The "Condensed Milk" Regulations, 1923.**

In accordance with the powers contained in these Regulations relating to the inspection of Foods arriving from foreign and home ports, the provisions have been carried out in so far as they concern the Public Health (Imported Food) Regulations, 1925. With regard to the Public Health (Imported Milk) Regulations, 1926, and the Public Health (Preservatives, etc., in Food) Regulations, 1927, it has not been found necessary to take any action. Small quantities of "Fruit Pulp" and "Vegetables in Brine" are landed weekly and samples are regularly taken by the examining Officer of Customs in compliance with the above-named Regulations.



94 visits have been paid to wharves and warehouses on the River and at the Docks for the purpose of inspecting consignments of foodstuffs landed from vessels.

The following amount of foodstuffs have been condemned as unfit for human food, viz.:—7 tons 8 cwts. of potatoes and 3 cwts. of onions. In connection with the 7 tons 3 cwts. of potatoes condemned, 3 tons were released for animal food upon receipt of a written undertaking to that effect from the purchaser, the remainder were destroyed.

It has not been found necessary to submit any samples of food to the Bacteriologist or Public Analyst for examination during the past year.

### **SHELL FISH.**

The Public Health (Shell Fish) Regulations, 1934, came into operation on January 1st, 1935. The Regulations refer to the gathering and selling for human consumption of shell fish which may be infected.

There are no Layings, private or public, within the jurisdiction of this Authority. Indiscriminate gathering of shell fish from quay walls, piers and rocks still continues, presumably for the purpose of bait. There is no control over the gatherers and possibly some of the shell fish is consumed. When it is realised that the River contains the effluent of crude untreated sewage, it must be obvious that such shell fish is polluted and dangerous for human consumption.

Locally-owned steam trawlers, occasionally supplemented by a small number of Scotch fishing vessels, made 265 landings of fish during 1937. These landings were of prime quality and found a ready sale. Small consignments of overland fish were brought to the market for sale on a commission basis. These were generally of good quality.

Work is now progressing with the construction of a new fish quay at a site on the River between the present temporary fish quay and the Corporation quay. It is to be hoped that when completed there will be a revival of the fish trade in the near future.





